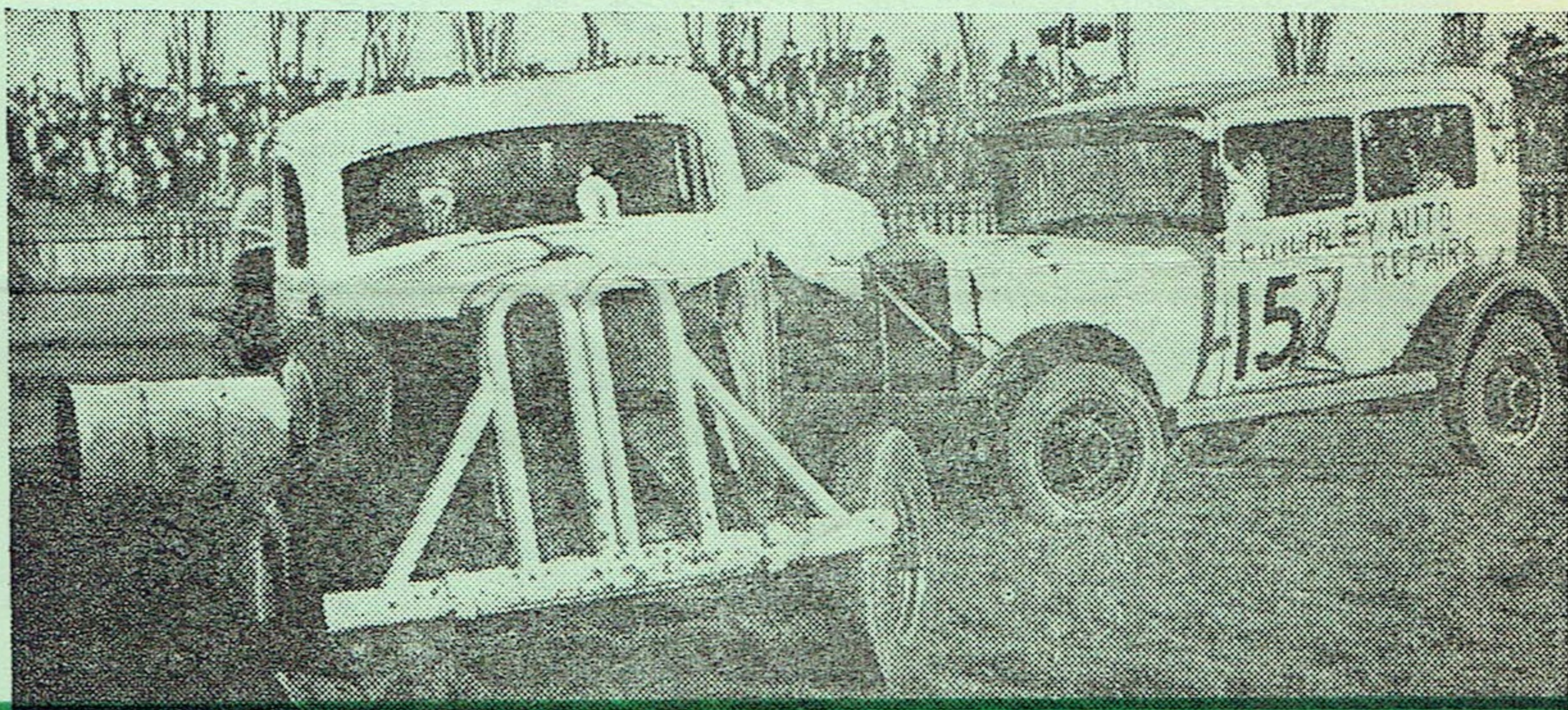


GERRY DOMMETT PROMOTIONS

present

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STOCK CAR RACING



Taken during the meeting held at Cowley Stadium way back in March, 1955, this action shot shows LOFTY WEST (15) spinning PETE TUCKER (85), whose familiar patterned front bumper styling remains much the same today—over three years later.

THURSDAY, 23rd OCTOBER, 1958

Final Meeting, 1958 Season.

7.45 p.m.

COWLEY STADIUM, OXFORD

PROGRAMME ONE SHILLING

BETTER STILL

THOUGH it was a little cold last Thursday, the fans who braved the windy blast must have seen plenty to warm them during the very hectic and exciting meeting that was staged. Voted by many as the best of the three, it had everything—and was so fast!

Two men dominated the racing, local driver Fred Mitchell and his rival of the entire season, Doug. Wardropper from Ipswich. Fred fought magnificently to snatch a win in the heat, passing Doug. near the end of the race.

In the final it was Doug. from the start to finish. Though Fred never gave up trying, he was hampered by a slipping clutch—and he was, in fact, lucky not to be passed by Aubrey Leighton, who was third.

Once again we saw spinning and turning, some amazing fence crashes and a turnover by Charlie New, and really fast, cut-and-thrust racing that had everyone on their toes. It was gratifying to hear the encouraging cheers given to the local favourites.

Drivers put the show on when they are out on the track, but the slickness in the presentation starts in the pits and is dependent on the pit marshal and his staff. I'm sure you will agree that our programmes have gone with a zip so essential to keep things moving on these cold evenings. Working under difficulties that are not always appreciated—lack of space and only one narrow entrance and exit—our men on the spot have done nobly in this direction. We are proud of their work—and the co-operation of the drivers and breakdown crews.

With the winter just around the corner, the cold, dark nights have been made cheerful and bright by the stock car drivers during the past three weeks, but tonight our fourth presentation will be our last for this season.

We hope that you have enjoyed the change, thank you for your continued patronage, and hope that we shall perhaps be able to present stock car racing for your approval at earlier stages during the summer months of 1959. We'd like to thank the Oxford management, and particularly Ted Flanagan, who has been very kind and co-operative, guiding us through some of our difficulties and preparing a fine track that has helped tremendously with the racing speeds.

The boys are ready for the final meeting at Cowley. You have already made some of them your own favourites, so as they come out for their races give them a cheer and they will be putting something extra in their dicings—just for you.

Roll 'em!



Another picture of the March 1955 meeting at Cowley. Which way is the right way?

PIT WHISPERS

Overheard by PETER ARNOLD

WHAT a great driver is **Doug. Wardropper** (5). Already the winner of five successive finals earlier this season, Doug. started a winning streak at the Sunday meeting before our last meeting here. At Brafield he won his heat and the final, came to Cowley last Thursday and won the final after being second in the heat. The following night he went to Woolwich and, after a third in the heat, went on to complete a hat-trick of final wins.

No wonder he is national point-scoring champion this season and winner of more prize-money than any other driver ever before in stock car racing's five-year history.

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A first-year driver who has shot to the front by some fine performances these past few weeks at various tracks is **Ron Peplow** (270) from Basingstoke. Ron hung on grimly to his second place in his heat last week and was at one time going well in the final until he was concerned in the Charlie New pile-up on the pit bend.

Ron has met with moderate success at Staines Stadium this year and, although a 'novice' by comparison with some of the stars, is learning fast and is not afraid to get 'stuck in' when the occasion demands. Mixing it with the experts is quite a frightening affair and Ron is proving that he has the makings of a star driver in the near future.

* * * *

Did you see that two-wheel balancing act performed by **Trevor Frost** (68) last week? After hitting a barrel, his car ran quite some distance on two wheels and was worthy of one of the American-style rodeo motor-car acts. Then, when the car did come back on to four wheels, he drove on as though nothing had happened and was actually sixth in the final.

Trevor is another driver who has come on by leaps and bounds this year, and his successes at all tracks are the result of a reliable car and a never-say-die driving style that has paid dividends. He ranks in the top ten drivers in the country in the national ranking list. From Ipswich, Trevor often travels in company with his townsman, Doug. Wardropper, and, should the occasion demand, they sleep in the vans of their ex-fire brigade transporters, which are fully equipped with water, radio, beds and cooking stoves. What, no television?

* * * *

It is good to hear you fans cheering for the local drivers when they come out on to the track. It really does make them feel at home—and as if you care whether they win or not. Keep it up for tonight's meeting.

* * * *

What a wonderful fight Marston driver **Fred Mitchell** (38) put up against his old rival Doug. Wardropper last week. Their scrap in the heat was one of the classics of stock car racing and one of the best two-car duels I have seen for a long time. That Fred was able to come through from behind is amazing, for his large saloon car takes some handling on the bends, while that of his rival sits the track perfectly. Fred had clutch trouble in the latter stages of the final and just managed to hold on for second place. The rivalry will be renewed tonight—so give them a shout. Two grand drivers.

* * * *

A word about our promoter, **Gerry Dommett**. Although he is not driving in his own promotion, Gerry is no mean performer when he gets out there on the track, and only recently won the 'Redex' national championship at Coventry against all the top boys in the sport. He has been driving ever since the first meeting at Plymouth way back in 1954 and has met with considerable success in his special light coupés.

Since he went in for promoting, he has presented stock car racing at Ringwood Stadium, near Bournemouth, at Weymouth, at Pewsey Carnival—a special demonstration meeting—and here at Oxford. A live-wire chappie who hopes to extend his scope next season by opening other tracks in the West of England. As a sideline he has sponsored a stunt team and they have often performed during the stock car meetings.

FINAL MEETING—1958 Season

**COWLEY
STADIUM**

Heat, Consolation and Team Race:—

Winners £10 Seconds £5 Thirds £3 Fourths £2

Heats, Consolation and Team Race — 20 laps.

Final — 25 laps

**Telephone
Oxford 77873**

Right of Admission Reserved

The Management reserves the right to make alterations to the programme

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(Grid positions previously drawn by ballot)

HEAT 1

Car No.	Driver	Town	Grid Pos.
136	D'ARCEY MIALL	Dunstew	1
280	TICH EDWARDS	Oxford	2
377	MERVIN KIRBY	Bicester	3
33	VIC WEBB	Bristol	4
326	MIKE BOLTER	Benson	5
451	JOHNNY SNOW	Reading	6
450	ALLEN JUDD	Reading	7
P1	LESTER THOMPSON	U.S.A.	8
80	JOHNNY SWIFT	Loughborough	9
328	TAFFY JONES	Leicester	10
139	KEN DYKES	Oxford	11
317	GEORGE PASSEY	Newbury	12
108	LES DEMOND	Leamington	13
160	KEN LUXTON	Oxford	14
183	ELLIS FORD	Stratford-on-Avon	15
270	RON PEPLOE	Basingstoke	16
345	RON HARMSWORTH	Reading	17
179	JENNY HARRIS	Cheltenham	18
184	JOCK McKAY	Stratford-on-Avon	19

1st. 106 2nd. 30 3rd. 36 4th. 20 5th. P1 6th. 33 7th. 376 8th.

(Transfer first eight to Final, remainder to Consolation Race)

HEAT 2

Car No.	Driver	Town	Grid Pos.
85	PETE TUCKER	Wembley	1
20	DEN PHILLIPS	Bath	2
91	GIL COX	Bournemouth	3
30	DICK SHEPPARD	Gloucester	4
179	JUMBO TUSTIN	Cheltenham	5
127	GEOFF HARRISON	Gloucester	6
68	TREVOR FROST	Woodbridge	7
52	CHARLIE NEW	Coventry	8
44	Mc McLEAN	Staines	9
1	DAVE ISAACS	London	10
104	TED PARKHURST	Slough	11
61	KEN FREEMAN	Staines	12
29	GEORGE FOULGER	Norwich	13
159	DICK COTTRELL	Oxford	14
38	FRED MITCHELL	Oxford	15
5	DOUGGIE WARDROPPER	Ipswich	16
42	AUBREY LEIGHTON	Northampton	17

1st. 25 2nd. 30 3rd. 62 4th. 38 5th. 272 6th. 104 7th. 91 8th. 159

(Transfer first eight to Final, remainder to Consolation Race)

CONSOLATION RACE

No. 272	.....
No. 51	.....
No. 326	.....
No. 127	.....
No. 317	.....
No. 81	.....
No. 52	.....
No. 135	.....
No. 30	.....
No. 377	.....
No. 109	.....
No. 384	.....
No. 91	.....
No. 376	.....
No. 179	.....
No. 383	.....
No. 20	.....
No. ....	.....
No. ....	.....
No. ....	.....
No. ....	.....
No. ....	.....
No. ....	.....

1st. 30 2nd. 52 3rd. 108 4th. 20 5th. 376 6th. 383 7th. 317 8th. 384

(Transfer first eight to Final)

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OXFORD v. PROVINCES TEAM RACE

DRIVERS TO BE ANNOUNCED

OXFORD

No. 38
No. 136
No. 377
No. 30
No. 52
No. 384
8

PROVINCES

No. 85
No. 100
No. 317
No. 91
No. 270
No. 104
7

38 104 82 91 30

GRAND FINAL

Winner £25 Second £12 Third £5 Fourth £3 Fifth £2

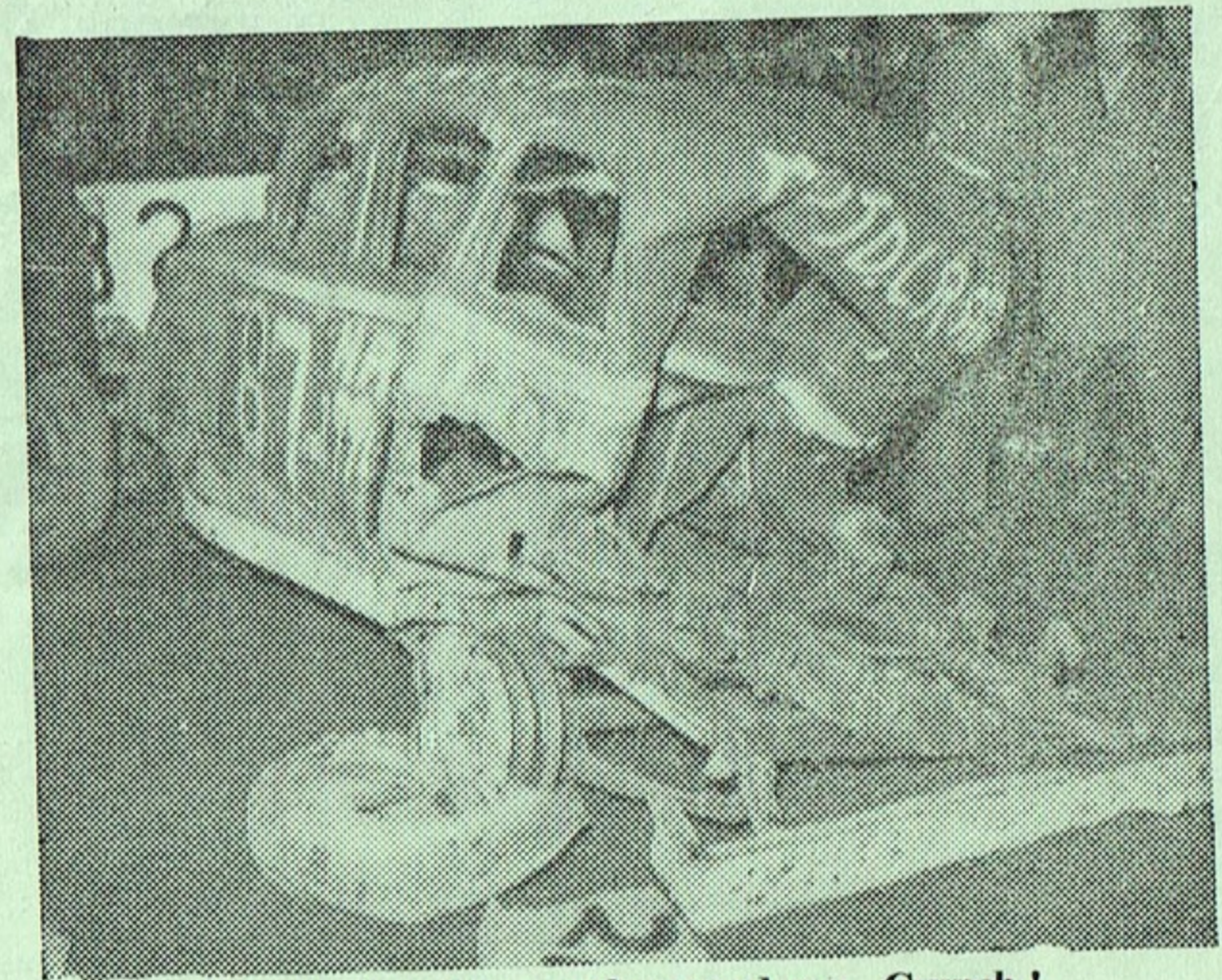
(First eight from each Heat and Consolation Race)

No. 52
No. 91
No. 376
No. 30
No. 85
No. 38
No. 383
No. 317
No. 270
No. 42
No. 36
No. 100
No.
No.
No.
No.
No.
No.

1st 38 2nd 85 3rd 91 4th 52 5th 30 6th 7th



Promoter GERRY DOMMETT receives the 'Redex' National Trophy from the hands of the racing representative, VERNON PECKHAM, with commentator-journalist PETER ARNOLD looking on. This was taken at the Brandon Stadium, Coventry, where Gerry had his major success at the beginning of September, 1958.



A typical end to another good car. Crunch!

RULES OF RACING

1. All drivers must wear crash helmets and have their safety belts securely fastened.
2. No driver may drive with his arm or other part of his body outside the car.
3. There may not be more than one occupant of the car.
4. All cars must start under their own power.
5. Cars must line up as directed by the Starting Marshal in the order in which they have been drawn.
6. Cars will move off to a rolling start together and must not change position until the Starter drops the Green Flag.
8. Cars may drive where they like in any direction on the track or on the green, but a lap only counts as completed when a left-hand circuit has been made, going outside both posts at the end of the green and finishing at the line or a projection thereof to the centre.
9. If the Yellow ("Caution") Flag is waved, drivers must proceed with care without changing positions until the "All Clear" is given by the waving of the Green Flag.
10. If the Red ("Danger") Flag is waved or the Red danger lights are switched on, all drivers must stop immediately.
11. The Chequered Flag will denote the end of the race.

SIGNALS IN USE AT THIS MEETING

The **Green Flag** is dropped at the starting line when the race is on. During the race it signifies that the course is clear. The **Yellow Flag** warns drivers to use caution but not to change positions. It is used when "wide open" driving is not permitted. The **Red Flag** is used to denote that the race has been stopped, and the **Black Flag** to order a car back to the pits. The **Chequered Flag** indicates the end of a race.

COWLEY STADIUM, OXFORD

GERRY DOMMETT PROMOTIONS

Tel.: Fordingbridge 3030

OFFICIALS

Clerk of the Course.....	TED FLANAGHAN
B.S.C.B.C. Steward	T. BIRCH
B.S.C.B.C. Scrutineers	D. RANGER, J. WILSON
Pit Marshal.....	R. DOMMETT
Commentator and Announcer.....	PETER ARNOLD
Chief Lap Scorer.....	Mrs. FRIEDA ARNOLD

Betting is absolutely prohibited at all Stock Car Meetings held on this track

The Staff of the St. John Ambulance Brigade are in attendance

RIGHT OF ADMISSION RESERVED

NOTICE

Stock Car Racing is dangerous and all persons attending this meeting do so at their own risk. It is a condition of admission that all persons having any connection with the promotion, management or conduct of this meeting, including the owners and drivers of the cars, are absolved from any liability for accidents causing damage or injury.

In no circumstances will any money be refunded.

The management reserves the right to alter this programme.

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